

District II Advisory Board Minutes
March 1, 2004
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The District II Advisory Board meeting was held at 7:00 p.m. at the Rockwell Branch Library at 5939 E. 9th Street North.

Members Present

Brian Carduff
Sarah Devries
Ray Frederick
Larry Frutiger
Tim Goodpasture
Matt Hesse
Joe Johnson
David Mollhagen
Phil Ryan
Marty Weeks

Members Absent

Martha Bruce Fair
Daryl Crotts

Staff Present

Officer Gallagher, WPD
Scott Logan, Public Works
Donte Martin, CMO
Officer Parker, WPD
Talbert Showalter, WTA
David Warren, Water and Sewer

ORDER OF BUSINESS

Call to Order

The meeting was called to order at 7:00.

Approval of Minutes and Agenda

The agenda for March 1, 2004 was approved as submitted (9-0).
The minutes for February 2, 2004 were approved as submitted (9-0).

Public Agenda

1. Scheduled items

No items submitted

2. Off-agenda items

No items submitted

STAFF PRESENTATIONS

3. Community Police Report

Officer Gallagher, Patrol East, briefed the DAB concerning traffic enforcement at Rock Road intersections. Gallagher reported most accidents occur at intersections along Rock Road. Each intersection between Harry and 29th Street North is ranked in the top 10 for accident locations along Rock Road.

Officer Parker, Patrol North, reported a neighborhood oriented traffic enforcement (NOTE) project near 32nd and Rock Road. Patrol North has received complaints of traffickers speeding in the school zone near Gammon Elementary and parents parking in no parking areas while dropping their kids off at school. The NOTE project will address these issues through education and enforcement.

Action Taken: Received and filed

4. Recertification of Paratransit Eligible Passengers

Talbert Showalter, Wichita Transit Authority, presented information to DAB II regarding a proposal to initiate a new process for eligibility certification of handicapped individuals who utilize paratransit services. The proposal is based on use of stricter Federal ADA guidelines to determine eligibility for individuals to qualify for the service. The process will address the continuous increase in number of users and subsequent costs to Transit. The proposal includes contracting a third-party to conduct the personal interviews for determining individual eligibility. Recertification is required every three (3) years.

DAB members asked the following questions: 1) are there enough available spaces on buses for van passengers that will be transitioned to buses; 2) how have community agencies responded to the proposed changes; 3) will van service be phased out; and 4) what assistance do bus drivers provide Paratransit riders.

Staff provided the following responses: 1) there is available space on buses for paratransit riders; 2) community agencies were consulted and support the proposed changes; 3) currently there are no plans to phase out van service; and 4) drivers provide some assistance to riders but due to liability concerns drivers do not help passengers with wheelchair operation.

Matt Hesse (Devries) moved the DAB recommended approval as submitted. The motion passed by a vote of 9-0

Action Taken: Approved as submitted

5. Greenwich Traffic Study

Scott Logan, Public Works, presented the Greenwich Traffic Impact Study. As a part of the platting requirements for two developments next to the 21st and Greenwich intersection, developers were required to perform a traffic impact report that address needs for short and long-term improvements along the Greenwich corridor to meet future traffic demands.

Logan reported that currently there is potential for high traffic growth along this corridor due to the new trips generated from intense commercial and office land uses that may develop along the Greenwich corridor. The purpose of the impact study was to provide early traffic growth projections along Greenwich between Kellogg and Highway 254 in order to plan strategies for corridor improvements to minimize infrastructure costs and traffic disruptions.

The study results show that the Greenwich corridor would be heavily impacted by projected community growth within the area. With full build-out, high traffic volumes (approximately 40,000 vehicles per day) would be experienced along Greenwich between the 13th and the 43rd Street intersections. The report also showed high traffic volumes exceeding 30,000 vehicles per day along the corridor from Central to 13th Street. These volumes would be very similar to the highest volumes experienced now along the Rock Road corridor.

The study also shows that heavy traffic flows will be experienced at the K-96/Greenwich interchange, especially with development expanding north along the Greenwich corridor. This would necessitate plans to construct a full “folded” diamond K-96/Greenwich interchange to facilitate traffic flow to the east of Wichita. This is ultimately needed to meet the general area’s capacity needs since without the additional ramps to facilitate this flow, the 21st Street corridor and 21st/K-96 interchange would be heavily impacted.

Joe Johnson asked if these improvements would be included in the CIP and if we’re seeing an increase in the amount of paved roads per person. Logan replied yes to both questions.

Tim Goodpasture asked for a timeframe for the improvements. Logan replied the project would be done in pieces with the initial RFP going out soon for design by 2005. Construction could begin in 2006.

CM Schlapp thanked Scott for his presentation and stated she appreciates the effort that is being taken address potential traffic issues.

Action Taken: Received and filed.

6. Hess Pump Station

David Warren, Water and Sewer, presented options to address the concerns of residents near the Hess Pump Station.

The Hess Pump Station is located at the intersection of 21st Street North and Webb Rd. The pump station was constructed in 1983 and was designed to blend with the architecture of the surrounding residential area. The pump station looks like a large home. Since that time, the architectural make-up of the intersection of Webb Road and 21st Street has become predominately commercial.

In September of 2002, the City Council approved an option to renovate the exterior of the pump station. An option to remove the existing siding and replace it with a brick veneer, remove dormers, and replace existing shake shingles with a new standing seam metal roof to minimize annual maintenance and provide a more commercial appearance was selected. Staff made no presentations about the project to the District II Advisory Board or nearby homeowner associations.

Construction is now nearly complete. During construction, local residents expressed concern about the new appearance of the pump station (particularly the roof and metal gable ends).

Staff investigated several options for addressing the concerns expressed by area residents.

Option 1. Do nothing. The pump station would remain as it looks now (pending completion of construction). Lifetime warranty. Cost: \$0.

Option 2. Repaint the new roof and metal gable ends in a different color. The project architect has recommended against this option as it will become a maintenance item and void the roof warranty. Cost: \$39,600

Option 3. Replace the new roof and metal gable ends with another standing seam metal roof and gable panels of a different color. Lifetime warranty. Cost: \$85,250

Option 4. Replace the new roof with a composition roof with a shake appearance and cover the metal gable ends with Exterior Insulation Finish. Fifty-year warranty. Cost: \$106,729

Sarah Devries asked if the resale value of the blue metal roof had been considered. Warren replied the roof would have little value once it was removed.

Tim Goodpasture asked what process was used to replace the roof. Warren replied a scope services was developed, the project was let for bid, architects presented options and the City Council approved the project. In hindsight the staff should have met with area homeowner associations and the Design Council.

Ray Frutiger asked who selected the color. Warren replied that the City Council approved the final design.

Marty Weeks asked if nearby HOA's approved of the appearance of the composition roof discussed in option 4. Warren replied the roof listed in option 4 has been recommended by area HOA's.

Sarah Devries suggested the blue roof might have some value once removed from the pump station. Devries encouraged staff to explore all available options to recover funds.

Area residents expressed the following concerns: 1) original design should be kept; and 2) public input should have been allowed.

Larry Frutiger (Ryan) moved the DAB recommend option 4. The motion passed unanimously 9-0.

Action Taken: The DAB recommended option 4.

BOARD AGENDA

7. Updates, Issues, and Reports

No items were discussed.

The next regularly scheduled DAB II meeting will be April 5, 2004 at the Rockwell Branch Library.

With no further business the meeting adjourned at 8:45 p.m.

Guests

Jack Christie

Brian Fitzgerald

Deanna Gaffney

Charlotte Hays

Linda Hamilton

Bo Komonytsky

Joanne Komonytsky

Grant Larkin

Scott Page

Calvin Rider